

AMENDMENTS TO THE SPECIFICATION:

Please amend the specification as follows:

At page 6, lines 5-14:

The gas-liquid mixture G3 after being subjected to the second gas-liquid separation in the first breather chamber 30 is separated into engine oil and a blowby gas BG containing little engine oil by a third gas-liquid separation in the second breather chamber 32. This blowby gas BG is discharged from the second breather chamber 32 to a fourth passage 23 ~~29~~ through an output port P2 and is introduced to an air cleaner 40 of an intake system of the engine. Further, the blowby gas BG is introduced to a combustion chamber 7 of the engine 1 through the air cleaner 40, a carburetor 41 and an intake port 9a.

At page 6, lines 15-25 and page 7, lines 1-8:

The first breather chamber 30 and the second breather chamber 32 are integrally formed with the crankcase 5. As shown in Fig. 5, the clutch cover 20 has a first pocket 30a on the back side thereof to constitute a component of the first breather chamber 30. The clutch cover 20 is connected with the second crankcase 5b through the gasket 19. As as shown in Fig. 6, the gasket 19 has a first communication passage 30b at a position corresponding to a lower part of the first pocket 30a. Further, as shown in Fig. 7, the second crankcase 5b has a second pocket 30c at a position corresponding to the first pocket 30a of the clutch cover 20. The second pocket 30c has the first oil return hole 31 for communicating between the second pocket 30c and the crankcase 5, the second oil return hole 34 for communicating between the first breather chamber 30 and the second

breather chamber 32 and a second communication hole 30d for communicating to the communication port 33 of the second breather chamber 32. Further, as shown in Fig. 8, the first crankcase 5a has a third pocket 30e at a position corresponding to the second pocket 30c of the second crankcase 5b.

At page 8, lines 12-17:

Further, since the pumping power of the second oil pump 26 is established to a larger value ~~vale~~ than that of the first oil pump 21, the inside of the crankcase 5 is kept in a vacuum condition with respect to the first breather chamber 30, thereby the engine oil O1 and O2 separated in the breather chambers 30, 32 are smoothly sucked into the crankcase 5.